

Patent Claims:

1. A method for the indirect pressure loss detection on a motor vehicle wheel,
c h a r a c t e r i z e d in that the parameter(s) used for determining pressure loss is/are essentially derived from the wheel acceleration a_{wheel} .
2. The method as claimed in claim 1,
c h a r a c t e r i z e d in that wheel acceleration a_{wheel} is evaluated only if defined driving maneuvers or driving conditions prevail, in particular during straight travel.
3. The method as claimed in claim 2,
c h a r a c t e r i z e d in that the minimum Min_i and the maximum Max_i of the wheel acceleration a_{wheel} of each individual vehicle wheel is determined in a predetermined time interval $T0$.
4. The method as claimed in claim 3,
c h a r a c t e r i z e d in that a difference $Sample_acc$ is produced from the minimum Min_i and the maximum Max_i of the wheel acceleration a_{wheel} .
5. The method as claimed in claim 4,
c h a r a c t e r i z e d in that a reference value Ref_DIFF is produced from the differences $Sample_acc$ of the individual time intervals $T0$ over a time $T1$ stretching over several time intervals $T0$.

6. The method as claimed in claim 5,
c h a r a c t e r i z e d in that an alarm is triggered
when the difference Sample_acc exceeds a first limit value
THRESH 1.
7. The method as claimed in claim 6,
c h a r a c t e r i z e d in that the alarm is
suppressed when at least one further difference Sample_acc
of another vehicle wheel has exceeded a second limit value
THRESH 2.
8. The method as claimed in claim 6,
c h a r a c t e r i z e d in that the alarm is
suppressed when other mechanisms or methods provided in
the vehicle have detected a situation, e.g. rough road
sections, a non-uniform roadway coefficient of friction
(μ -split'), driving on snow and ice, influencing the
evaluation of the wheel acceleration.
9. The method as claimed in claim 1,
c h a r a c t e r i z e d in that the evaluation of the
wheel acceleration a_{wheel} is suppressed when other systems
influencing the wheel acceleration a_{wheel} , such as an anti-
lock system, traction control system, electronic stability
system, etc., are active.
10. A computer program product,
c h a r a c t e r i z e d in that it defines an
algorithm which comprises a method as claimed in at least
one of claims 1 to 9.